



## Section 3.0

# PROJECT DESCRIPTION



## **3.0 – PROJECT DESCRIPTION**

### **3.1 PROJECT SITE LOCATION AND DESCRIPTION**

The proposed Westfield Carlsbad project involves adoption of a Specific Plan (SP) and Site Development Plan (SDP) for the demolition, reconfiguration, and/or reconstruction of approximately 225,631 square feet (sf) of existing commercial/retail space at the Westfield Carlsbad Shopping Center within the Specific Plan area (SP area). The Westfield Carlsbad Shopping Center currently is developed with approximately 1,151,100 sf of gross leasable area (GLA) and approximately 1,348,500 sf of gross floor area (GFA); GFA includes the common access areas not included in GLA calculations. In general, the current SDP proposes demolition, reconfiguration, and/or reconstruction of the interior of the existing Robinsons-May building and other existing retail areas, and conversion of these spaces for new commercial uses, and the development of up to approximately 35,417 sf of net new GLA. Implementation of the current proposal would result in a total of approximately 1,186,509 sf of GLA of regional shopping center space (existing plus proposed) on the existing Westfield Carlsbad Shopping Center property in the City of Carlsbad (City), San Diego County. Refer to Figure 3-1, *Existing and Proposed Uses*. Re-use of the unoccupied former Robinsons-May building would include reconstructed and reconfigured uses in the form of a new movie theater, gym, and retail and restaurant spaces. It should be noted that renovating the interior of the unoccupied Robinsons-May building in order to re-tenant the space would not require any discretionary approvals from the City.

As shown in Figure 2-2, the SP area is located in the northwest quadrant of the City, along the City's boundary with the City of Oceanside. The SP area encompasses approximately 77.5 acres of the Westfield Carlsbad Shopping Center's 96.7 total acres, including the entire shopping center and the majority of the center's surface parking. The limits of work within the current SDP proposal would affect approximately 18 acres within the 28.46-acre SDP boundary (Figure 3-2, *Current Site Development Plan Proposal*). Although the northern boundary of the SP area abuts the City of Oceanside and the northwest portion of the Westfield Carlsbad parking lot is within the limits of the City of Oceanside, the proposed improvements would occur entirely within the City of Carlsbad. No work would take place in the City of Oceanside, and no entitlements or approvals from Oceanside are required to implement the current proposal or the overall SP.

Located 30 miles north of downtown San Diego, Carlsbad is a coastal city with a population of nearly 107,000 people. Carlsbad is bordered to the north by the City of Oceanside, to the

south by the City of Encinitas, to the east by the cities of Vista and San Marcos and the unincorporated County of San Diego, and to the west by the Pacific Ocean. The majority of the SP area is located northwest of the intersection of El Camino Real and Marron Road; however, the southeast corner of the SP area is located southwest of the intersection (refer to Figure 2-3). As shown on Figures 2-1 and 2-2, regional access to the site is provided by Highway 78, located approximately 500 feet north of the SP area, and Interstate 5 (I-5), located approximately 0.75 mile west of the SP area. Local access is provided by El Camino Real and Marron Road.

To the north, the SP area is immediately bounded by additional surface parking for the shopping center owned by the City of Carlsbad (but under the jurisdiction of the City of Oceanside), the Buena Vista Sewer Pump Station, Buena Vista Creek, and creek floodplain. Multi-family residential development and open space bounds the SP area to the south; commercial development bounds the SP area to the west; and El Camino Real and additional commercial uses bound the SP area to the east (refer to Figure 2-3). Included in the 77.5-acre SP area are seven parcels (totaling approximately 2.9 acres) located south of the main mall but still within the overall shopping center, at the southwest corner of the Marron Road and El Camino Real intersection. Three buildings associated with Westfield Carlsbad, referred to herein as out-buildings, occupy three of the seven Shopping Center parcels along Marron Road; a fourth parcel is occupied by a surface parking lot, while the remaining three parcels are vacant (refer to Figure 2-3). The entire SP area is developed with regional commercial and appurtenant uses. The SP area is crossed by the portion of Marron Road between Monroe Street and El Camino Real along the southern edge of the shopping center. An unnamed, privately owned loop road extends along the west and north edges of the shopping center property connecting Marron Road and El Camino Real. A North County Transit District (NCTD) transit center is located on the west side of the shopping center, providing a regional public transportation hub in the SP area (refer to Figure 2-3).

### **3.2 PROJECT BACKGROUND**

The Westfield Carlsbad Shopping Center was built in 1969 with approximately 306,000 sf of anchor tenant space and approximately 176,000 sf of specialty retail space. The mall was expanded approximately 10 years after its original development, and today it occupies approximately 1,151,100 sf of GLA. In its current state, Westfield Carlsbad is developed as a two- and three-story indoor shopping center with five main anchor department store buildings (i.e., Sears, Macy's, Macy's Men, JC Penney, and the vacant former Robinsons-May) and numerous smaller retail specialty shops. Over 6,400 surface parking spaces surround the main mall structure, and several associated out-buildings are located

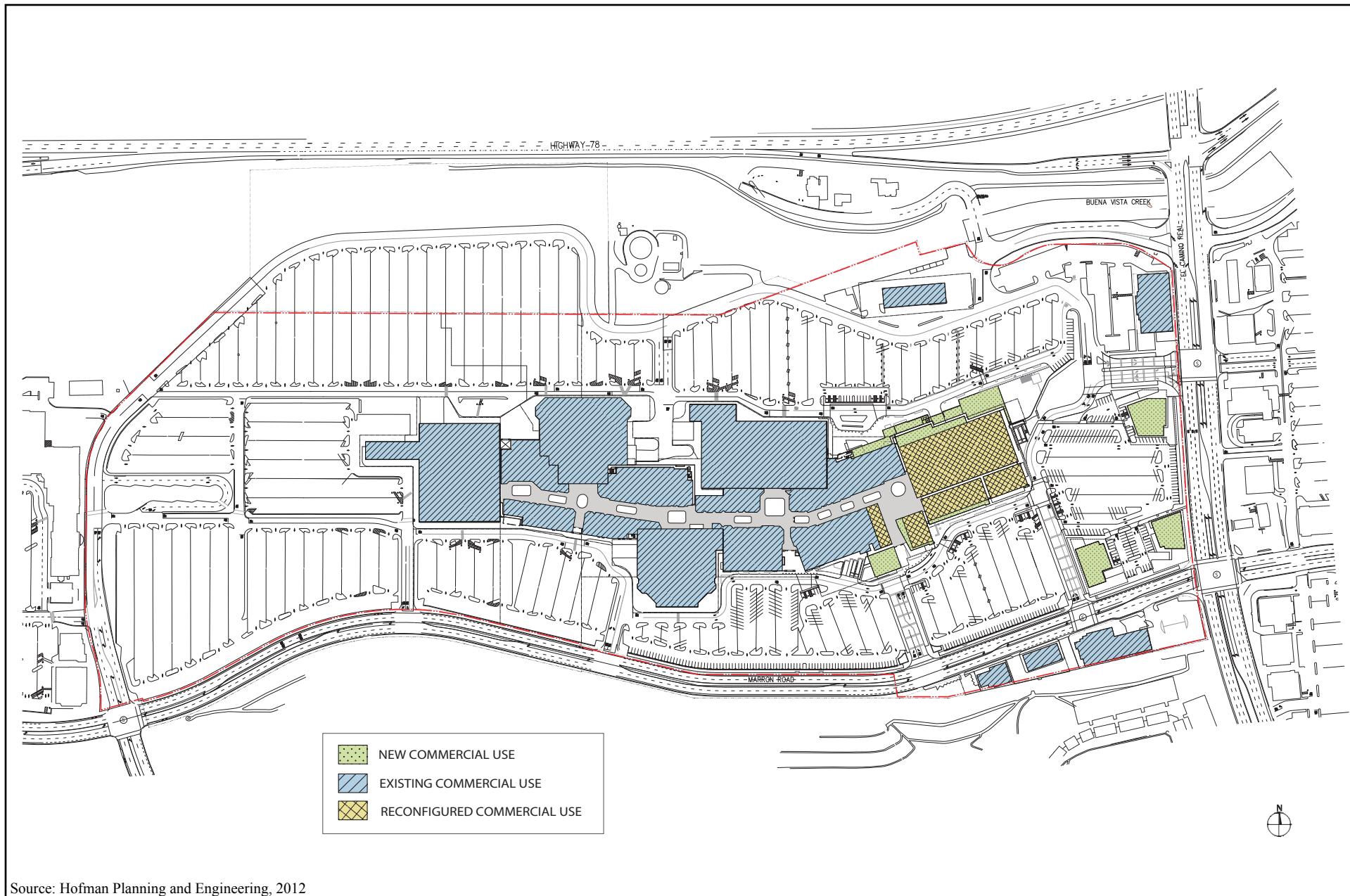
within the main mall parking lots and across Marron Road to the south of the main mall property (refer to Figure 2-3), but still within the Westfield Carlsbad Shopping Center.

The 26-parcel SP area is held by multiple owners. Plaza Camino Real, LP owns the parcels developed within the center, namely the common areas and specialty retail/dining spaces; most of the anchor store tenants own the parcels their stores occupy, but one is owned by Plaza Camino Real, LP and another by a third party; and the City of Carlsbad owns the parcels that comprise the surface parking lots. The applicants for the proposed project are Plaza Camino Real, LP (part of the Westfield Group) and the City of Carlsbad.

Following a 1975 agreement between Plaza Camino Real, LP and the City regarding future expansion of the shopping center, the City Council approved Precise Plan 24 (PP 24) in 1977. PP 24, which allowed the shopping center to expand with an additional 257,000 sf of space for two additional anchor buildings, and approximately 146,000 sf for other specialty stores, has been periodically amended since its original adoption, as summarized below.

Three PP amendments, PP 24(A) through PP 24(C), were processed and approved between 1978 and 1980, allowing for expansion of the shopping center, relocation of the NCTD bus transfer station from one end of the center to the other, and modifications to peripheral parking areas. Approved in 1983, PP 24(D)/SP 187 allowed for removal of over 17 acres from the westernmost portion of the Westfield Carlsbad site in preparation for development of the North County Plaza shopping center. In the early 1990s, PP 24(E) and PP 24(F) involved the redesign and expansion of NCTD's bus transfer station; the station was ultimately transferred to another portion of the shopping center parking lot under PP 24(F). Precise Plan Amendments PP 24(G) and PP 24(H), involving a significant shopping center expansion in the late 1990s, were proposed and then withdrawn. In 2001, PP 24(I) was proposed to allow for temporary promotional sales events, such as custom car shows, and boat and recreational vehicle shows, to be held over a portion of the shopping center's parking lot; the amendment was denied by the City Council. PP 24(J) was approved in 2001 and allowed the relocation of NCTD's bus transfer facility to its current location on the west side of the Sears department store building. The last amendment, PP 24(K), addressed the addition of a covered outdoor eating area at the Pat and Oscar's Restaurant and a modification to the associated mall entryway on the lower level of the shopping center between JC Penney and the former Robinsons-May; PP 24(K) also was approved in 2001.

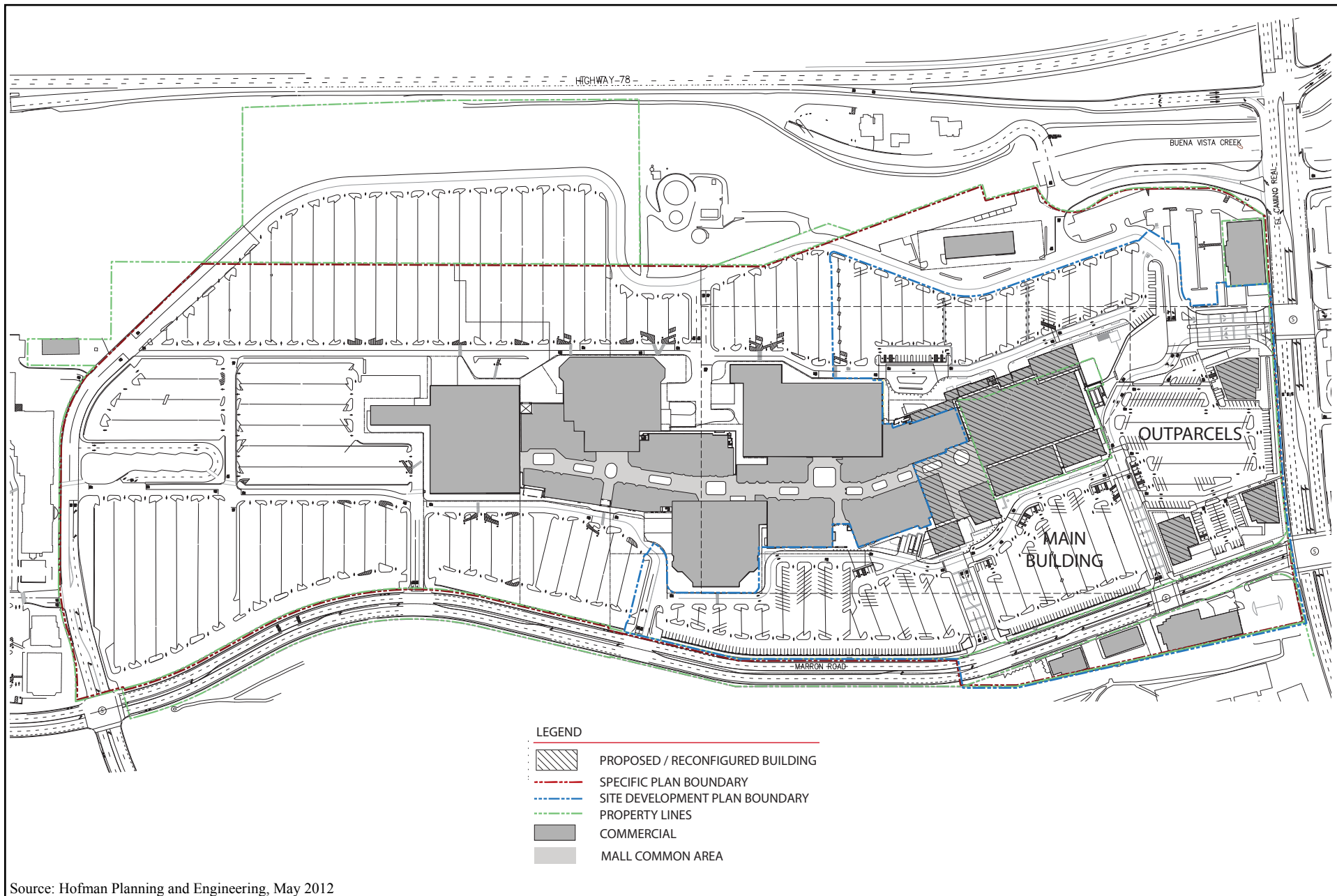
The SP area is designated as C-2, General Commercial, on the Carlsbad Zoning Map and R, Regional Commercial, on the City's General Plan Land Use Map. The current zone and land use designation have applied to the Westfield Carlsbad Shopping Center since its inception in the late 1960s.



## Existing and Proposed Uses

WESTFIELD CARLSBAD

Figure 3-1



## Current Site Development Plan Proposal

WESTFIELD CARLSBAD

Figure 3-2

The SP area is located within the planning area of the Habitat Management Plan for Natural Communities in the City of Carlsbad (HMP; City of Carlsbad 2004c), although it is not identified as being within the HMP's core habitat area. The SP area and vicinity are not designated as Hardline Preserve or Standards Areas in the HMP. Buena Vista Creek, to the north of the SP area, is located in the Oceanside Subarea Plan's Off-site Mitigation Zone I. Refer to Section 4.9, *Land Use and Planning*, of this EIR for additional information about potential conflicts of the project with applicable habitat conservation plans or natural community conservation plans such as the City's HMP.

### 3.3 PROJECT OBJECTIVES

Key objectives of the project are to:

- Develop a Specific Plan that guides the modernization and revitalization of Westfield Carlsbad into a contemporary, vibrant, dynamic, convenient, and competitive shopping center that attracts visitors from the surrounding community and the larger market area.
- Codify development standards to address landscaping, parking, uses, signage, and maintain building design criteria to ensure future redevelopment in the Specific Plan area is compatible with the proposed Westfield Carlsbad Specific Plan and in conformance with the Carlsbad General Plan and its associated policies and goals.
- Develop updated, expanded, flexible, and enhanced retail, dining, commercial, and entertainment spaces in a cohesive and economically feasible manner to enable tenants to be competitive in a changing marketplace.
- Establish Westfield Carlsbad as a prominent regional retail center that is attractive to a wide variety of high-quality retailers and provides a wide range of shopping and dining choices to the surrounding community and on a regional scale.
- Establish Westfield Carlsbad as a safe location for visitors through enhanced lighting and security standards that optimize public safety.
- Incorporate attractive outdoor gathering places into Westfield Carlsbad and create a pedestrian-friendly site through creation of enhanced pedestrian connections between on-site uses.

- Enhance employment opportunities in the City through the creation of construction- and commercial-related jobs that are fully integrated into the community.
- Create improved street presence for Westfield Carlsbad along El Camino Real that provides visual identity, a visual gateway into the northern portion of the City, and pedestrian gateways from the public sidewalks into the shopping center.
- Expand and enhance the utilization and safety of pedestrian linkages to and from Westfield Carlsbad and the surrounding community through improved streetscape, lighting, and security standards.
- Revitalize the property in a sustainable manner through re-use of existing buildings and infrastructure where feasible and implementation of various environmentally sensitive project design features.
- Improve the water quality in and downstream of the Specific Plan area through low impact development design features, such as vegetated strips (bioswales) and pervious pavement.
- Fuel economic growth in the City and strengthen the City's tax base through sales and property taxes.

### **3.4 PROJECT CHARACTERISTICS**

The Westfield Carlsbad project entails the proposed adoption of a SP to guide future redevelopment of the shopping center and a SDP for the proposed removal, renovation, and/or redevelopment of portions of the east end of the existing mall structure and associated out-buildings. The project applicant also is requesting approval of a Ground Lease(s) and/or amendments to various real estate documents between the City and the applicant. A description of these discretionary actions is provided below. All uses proposed within the SP would be consistent with the existing C-2 zone identified in the City of Carlsbad Zoning Ordinance (Carlsbad Municipal Code Chapter 21.28) and the "R" land use designation identified in the City's General Plan.

Development of the proposed Westfield Carlsbad SP (i.e., the current SDP proposal) includes interior demolition, renovation, and expansion of approximately 225,631 sf of existing retail shops and the existing anchor department store building formerly occupied by Robinsons-May; construction of new specialty retail spaces and façade improvements along the existing northeast, east and southeast



perimeter of the main mall; reconfiguration of surface parking areas on the east end of the shopping center, to the north and south of the proposed mall improvement areas; and construction of three new commercial pads along El Camino Real (refer to Figure 3-1). The mall revitalization project would be accomplished through approval of the proposed Westfield Carlsbad SP, described in detail below, and the various other entitlements outlined in this section.

### **3.4.1 Specific Plan**

The applicant is requesting adoption of the Westfield Carlsbad SP as a regulatory document that would provide a comprehensive set of development standards, guidelines, and implementation procedures to facilitate the redevelopment, revitalization, and ongoing operations of Westfield Carlsbad. Approval of the SP would provide a framework for future development and redevelopment within the SP area including, but not limited to, future build-out of the Westfield Carlsbad property south of the main mall and Marron Road. The proposed SP does not add or modify policy directives stated in the Carlsbad General Plan. The SP is not a policy document. Instead, the SP provides a regulatory framework comprised of a comprehensive set of development standards, design guidelines, and implementation procedures to facilitate the near-term and long-term redevelopment, revitalization, and operations of the Westfield Carlsbad shopping center property. As such, City Council adoption of the SP would establish the standards, guidelines, and entitlement processes for currently proposed and future development and land use within the SP area, and ensure that the property is developed and redeveloped in accordance with the City's General Plan, Municipal Code, Zone 1 Local Facilities Management Plan (LFMP 1), and Landscape Manual. In some instances, however, the SP development regulations would vary from the General Commercial (C-2) Zoning Ordinance regulations; in such instances, the SP development standards and guidelines would prevail for development and redevelopment within the SP area. The section below contains a description of the SP design and development regulations.

The SP would implement the General Plan's Regional Commercial (R) land use designation for the SP area, in conjunction with the C-2 district established in the Zoning Ordinance. In addition to those existing uses associated with Westfield Carlsbad, a wide range of commercial and service uses could be permitted under the SP. In addition, while no residential uses are being proposed as part of this current SDP proposal, the SP does, however, permit the development of residential units on site, subject to further environmental review under CEQA and the City's approval of additional discretionary review. The reader should refer to the SP for a list of the other uses consistent with the existing C-2 zoning that would be permitted within the SP area following adoption of the plan.

As described in the SP document, approval of the plan would not vest any rights for future approval of any licenses, discretionary acts, or other entitlements necessary for future development in the SP area, except for the Westfield Carlsbad project, which is described on page 3-1 and would be authorized by the discretionary approvals described later in this section. Rather, all subsequent projects, parcel maps, discretionary acts, and Zoning Ordinance amendments that would affect the SP area must undergo a review process (including environmental review, if applicable) and be found consistent with the SP, pursuant to the guidelines set forth in the SP. Furthermore, following City Council adoption of the SP, the standards and review processes of the plan would replace the existing requirements/processes as the mechanism for future entitlements, development, and operations within the SP area. All prior PP consistency determinations, including PP 24 and subsequent amendments A through K, would be superseded by the SP. The PP (including amendments A through K) would no longer be applicable for any purpose. Therefore, any partial or total rehabilitation, reconstruction, or replacement of existing buildings within the Westfield Carlsbad SP area shall be subject to the requirements contained within the SP and the Carlsbad Municipal Code provisions relating to non-conforming uses.

### **Proposed New Development**

The SP is divided into five distinct planning areas. Planning Area 1 represents the eastern portion of the main mall building where most of the SDP improvements would take place; Planning Area 2 represents the parking lot to the east, where the out-building parcels would be built; Planning Area 3 represents the existing out-buildings and surrounding parking lots on the north side of the site, where only landscaping improvements would take place; Planning Area 4 represents the portion of the SP area south of Marron Road, where no work would occur under the current SDP; and Planning Area 5 represents the remainder of the main mall where only parking lot landscaping and related improvements would take place, south and southeast of the existing Macy's store.

### **Development Standards and Design Guidelines**

The Westfield Carlsbad SP includes development standards and design guidelines that address architectural design, building height, grading, circulation, landscape, outdoor lighting, signage, public safety, parking, and service areas.

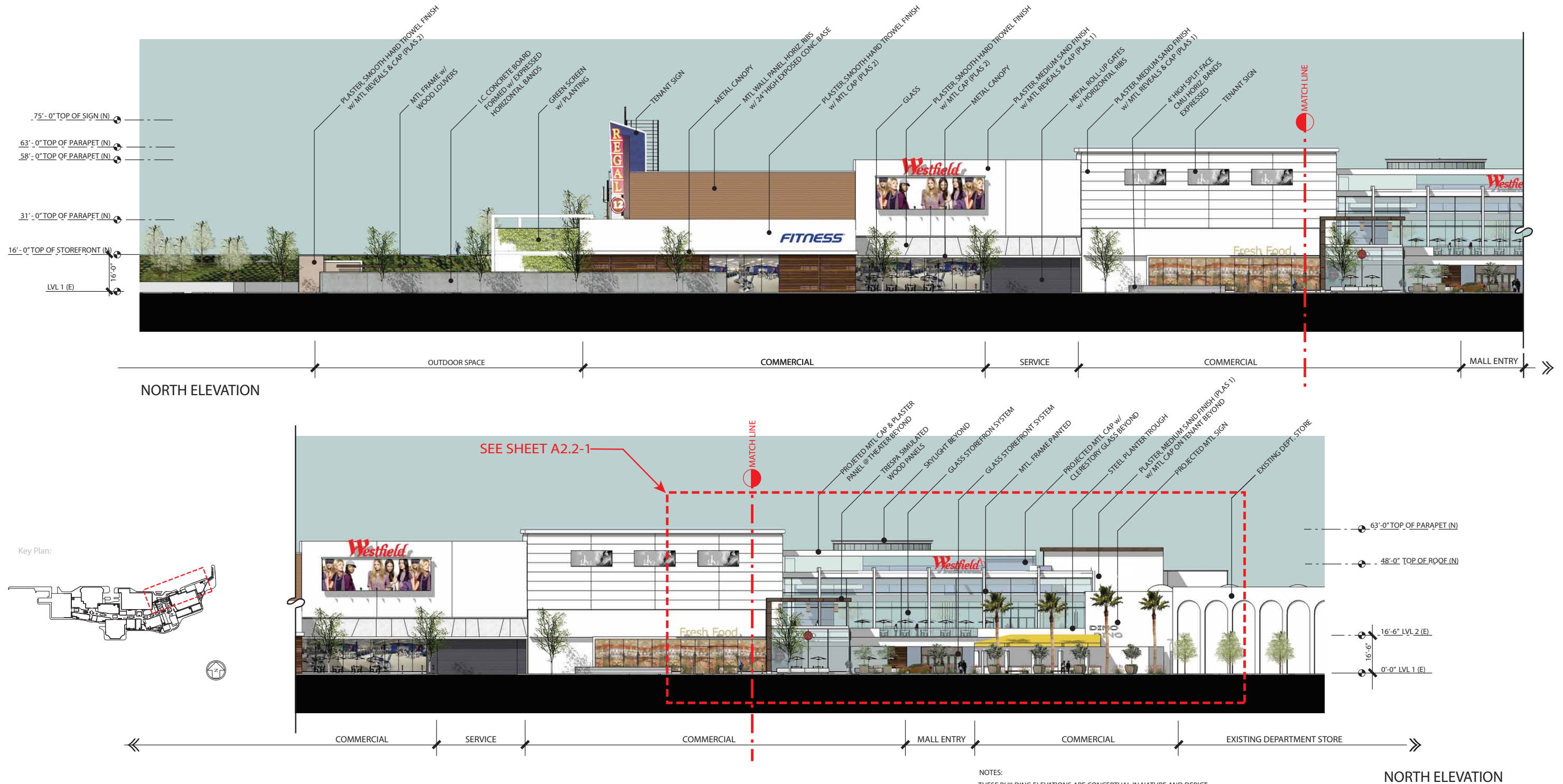
## Architectural Design

One of the goals of the SP is to set development regulations to guide the modernization and revitalization of Westfield Carlsbad. This goal will allow the shopping center to evolve over time to implement current architectural elements, technological developments, and building materials. The SP includes design measures that would guide the architectural development of the SP area. Following is a summary of the key architectural standards and guidelines that, when applied, would keep proposed and future development in conformance with the SP.

### *General Design*

As redevelopment under the SP progresses, the existing architecture of the SP area would be replaced, altered, and enhanced by new designs, thus giving the area a contemporary, but gradual, aesthetic update. As described in the SP and illustrated further in the elevation graphics within this EIR section, variety in building mass, form, height, and silhouette is encouraged by the plan, as are articulation and diversity along rooflines, open air courtyard elements, and pedestrian arcades (Figure 3-3a, *Typical Elevations-North*, 3-3b, *Typical Elevations-South*, and 3-3c, *Typical Elevations-East*). Building design would be generally compatible with the existing overall design scheme, but updated accordingly as needed. Typical architectural schemes proposed under the SP are modern, contemporary, and diverse. Unlike in the existing condition, building facades with large expanses of blank wall would be reduced and replaced with the varying textures of glass, stucco, masonry, stone, concrete, iron, and wood. Attention to architectural detail would be emphasized, especially on the ground-level facades of the shopping center. The use of glass where appropriate, would be used to visually connect indoor and outdoor areas. Accent architectural features such as columns, arcades, and awnings would be required to further expand on the concepts of articulation, contrast, and diversity of design. Exterior wall and roof colors would be compatible with existing, adjacent buildings and design elements. Lighter colored walls and surfaces would dominate the overall visual scheme; however, accent colors would be encouraged for use on key architectural elements and details.

Primary entrances to the shopping center would be upgraded with special entry architectural and landscape features including hardscape, awnings, or canopies. Architectural elements such as trellises and arcades, as well as public-oriented spaces including fountains, courtyards, plazas, and patios, would be utilized throughout the revitalized Westfield Carlsbad to emphasize the pedestrian uses and pedestrian scale of the shopping center.

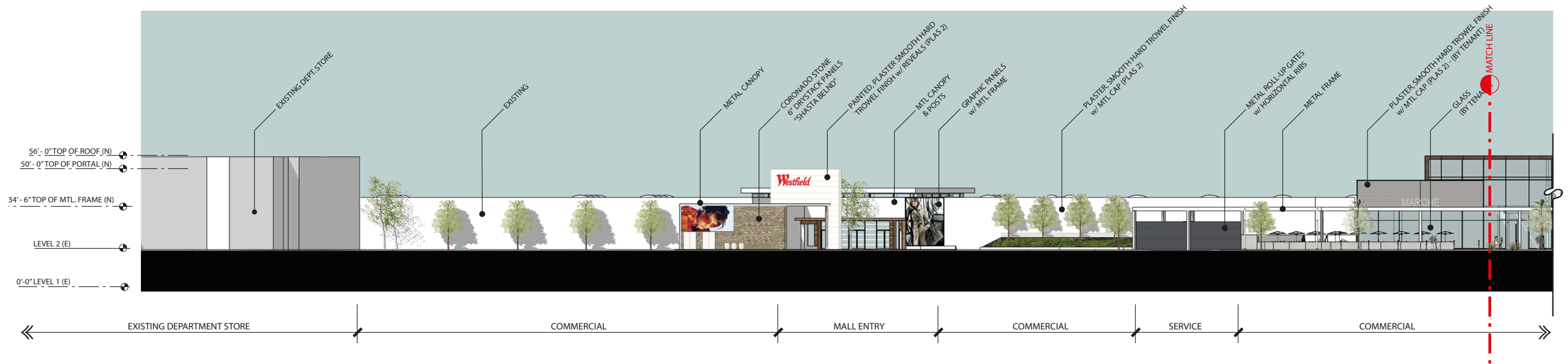


Source: Hofman Planning and Engineering, May 2012  
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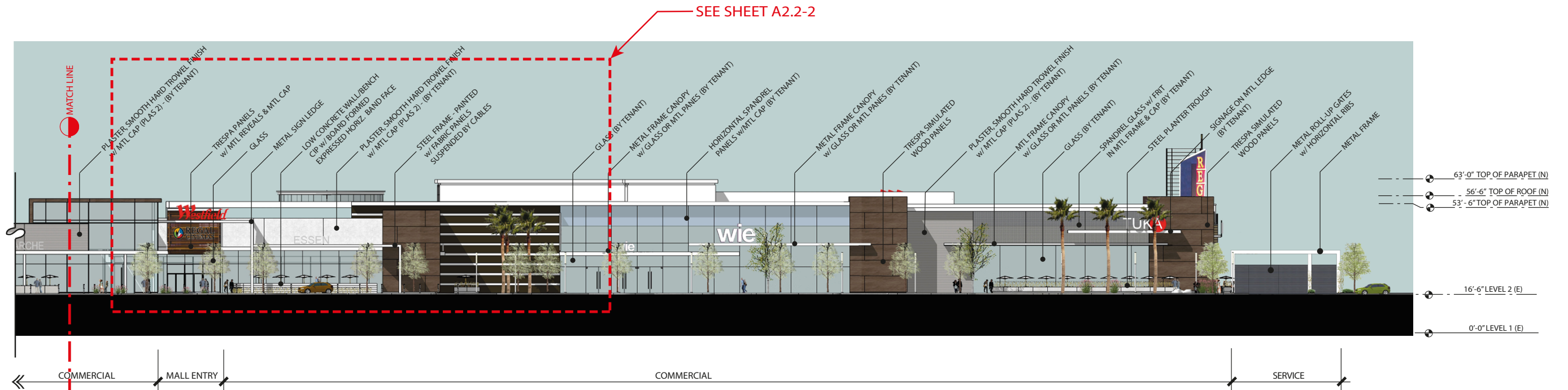
## Typical Elevations - North

### WESTFIELD CARLSBAD

Figure 3-3a



SOUTH ELEVATION



SOUTH ELEVATION

Key Plan:



NOTES:

THESE BUILDING ELEVATIONS ARE CONCEPTUAL IN NATURE AND DEPICT DESIGN INTENT ONLY. THE SPECIFIC USES AND CONFIGURATIONS SHOWN ARE SUBJECT TO REVISION AND REFINEMENT AS INDIVIDUAL TENANT REQUIREMENTS BECOME KNOWN.

THE ELEVATIONS (AND/OR PLANS, AS APPLICABLE) DEPICTED ON THIS SHEET ARE CONCEPTUAL ONLY AND MAY BE REVISED AT THE TIME A SPECIFIC USER GOES FORWARD WITH DETAILED PLANS. AT THAT TIME, DETAILED ELEVATIONS WILL BE PROVIDED SUBJECT TO APPROVAL OF THE GRANTING AUTHORITY AS SPECIFIED IN SPECIFIC PLAN 09-01.

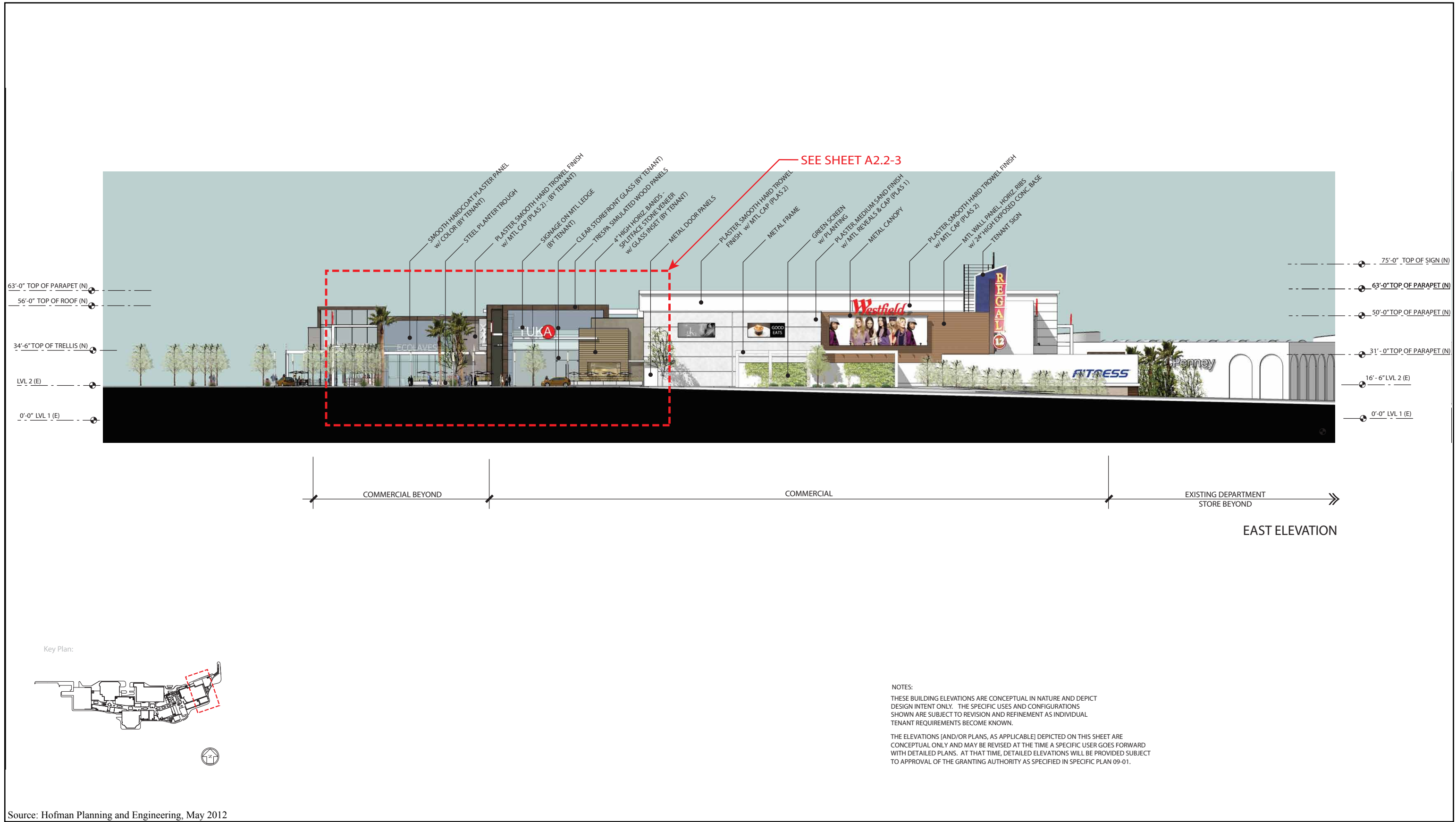
Source: Hofman Planning and Engineering, May 2012  
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## Typical Elevations - South

WESTFIELD CARLSBAD

Figure 3.3b





Source: Hofman Planning and Engineering, May 2012  
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## Typical Elevations - East

WESTFIELD CARLSBAD

Figure 3-3c

### *Site Entrances*

Westfield Carlsbad is a vehicle-oriented shopping center, with the majority of vehicles accessing the site from El Camino Real, and many of the rest taking access from Marron Road. Accordingly, the majority of the initial site entrance improvements are proposed for the existing entrances within the eastern portion of the site: one along El Camino Real, and two along Marron Road. Vehicular entrances would emphasize public safety and efficient movements. Entrance design would vary depending on the entrance's location. Regardless of location, each of the three primary entrances into Westfield Carlsbad would be distinguished from the adjacent streetscape by a distinct landscape design, including existing mature trees, accent trees, shrubs, and groundcover. Although the shopping center is primarily accessed by car, the main site entrance on El Camino Real between SR-78 and Marron Road would be enhanced with redesigned vehicular and pedestrian access to create safe, clear, and distinct paths of travel for each. Enhanced paving and directional and informational signage would be implemented at the site entrances. Accent lighting would be utilized during evening hours to illuminate the proposed entrance landscaping and signage.

### *Building Coverage and Setbacks*

No maximum building coverage requirement is specified in the SP, consistent with the underlying zoning requirements. Rather, building coverage within the SP area would be a function of market conditions. New or reconfigured buildings, parking areas, or setbacks, aside from those included in the proposed SP, would be subject to separate review and/or entitlement by the City in accordance with the processes delineated in the SP.

Building and parking setbacks would be required along Marron Road and El Camino Real as part of the proposed SP. The El Camino Real and Marron Road frontages would have a minimum building setback of 15 feet as measured from the back of sidewalk along the roads, except for the south side of Marron Road, which would have a 5-foot setback. Parking and landscaping would be required to be setback at least 15 feet from El Camino Real, and a minimum of 10 feet from Marron Road. El Camino Real is identified as a "community theme corridor" in the Scenic Roadways Section of the City's General Plan Circulation Element. Increased vegetative screening in the building and parking setback areas along El Camino Real would be required to comply with existing, specific guidelines for the roadway which were established in the El Camino Real Corridor Development Standards. The El Camino Real Corridor Development Standards would be superseded and implemented by the SP along the entire right-of-way (ROW) to maintain and enhance the appearance of the scenic corridor. Therefore, a Special Use Permit by the Scenic Preservation Overlay Zone would not be required for development within the Overlay Zone, as the SP incorporates design standards which

would implement the purpose and intent of the Scenic Preservation Overlay Zone rather than the El Camino Real Corridor Development Standards. In other words, the Scenic Corridor Guidelines may still be applicable under the SP, but the El Camino Real Corridor Study and related Development Standards would not be, as they would be superseded by the SP. Additional information on the noted standards is provided in Section 4.1, *Aesthetics*, and Section 4.9, *Land Use and Planning*, of this EIR. In addition to landscaping, incidental outdoor dining and seating areas and driveways (for ingress and egress only) would be permitted within all setback areas.

### *Screening*

Rooftop and ground-mounted equipment (e.g., HVAC units, satellite dishes, access ladders, and so on) would be integrated into the building and site design, or screened from view. Screening for rooftop equipment would be required to be at least as tall as the equipment profile and architecturally consistent with the building. To ensure compliance, roof plans with cross sections would need to be submitted with any SDP application.

In addition to screening for rooftop and ground-mounted equipment, screening of service areas (e.g., loading docks) and trash enclosures also would be required under the SP. To screen views from El Camino Real, Marron Road, and major pedestrian pathways, one or a combination of the following would be used: walls/integrated building features, enclosures, screen walls, landscaping, fences, trellises, or gates. To ensure compliance, adequate details showing the design intent of service areas would need to be submitted with any SDP application.

### *Signage*

The SP provides sign standards to augment, and in some cases supersede, Chapter 21.41 of the Carlsbad Municipal Code. (The SP document provides details regarding which sections of Chapter 21.41 would be superseded by the SP.) Consistent with Chapter 21.41, a sign program—the purpose of which is to integrate signs with building, site, and landscape design to form a unified architectural statement—would be processed concurrently with applicable entitlements and the SP. While applicable to the current SDP and all future work under the SP, the sign standards in the SP would not affect, or require changes to, existing signage in place at the time of SP adoption. Two large signs at Westfield Carlsbad entrances along El Camino Real would be replaced as part of the current proposal; the new signs would adhere to the SP sign standards.



The types of signs that would be allowed within the SP area include:

- directional—provide directions to pedestrians and vehicles
- fascia—wall signs that do not project more than 10 inches from the wall
- monument—freestanding signs typically located near the main site entrances
- partnership marketing—building face or wall signs advertising on-site retailers or products
- projecting—wall signs that project outwards more than 10 inches and generally at 90 degrees from the building face
- pylon—a large sign, likely to include a digital reader board, intended to identify the site from major intersections and SR-78
- static display—a non-digital display area on a pylon or monument signs

Each of the specific sign types listed above has a corresponding maximum size, with limitations on area and height. Approval of a detailed sign program would occur prior to construction of any new signs at Westfield Carlsbad. In addition to demonstrating how the signs would integrate with the rest of the site architecture and landscaping, the sign program also would include specific locations for each proposed sign and be consistent with the sign parameters (quantities, heights, maximum areas) given in the SP document. Additional discussion of the sign program, allowed sizes and quantities of each type, and other signage details are provided in the SP document.

### Building Heights

The northern portion of the SP area, including the northern side of the shopping center and adjacent parking lots, is at a lower grade than the southern portion. The grade separation results in the mall's division into lower and upper levels, with the upper level located at an elevation approximately 15 feet above the lower level. Based on the SP, the maximum height for the main mall building would be limited to 75 feet above the finished floor elevation of the lower level (30.3 feet above mean sea level [AMSL]). The two levels of the main building render application of the City's standard height definition difficult; as such, building height would be measured as a set elevation above sea level. Therefore, the maximum height for any portion of the main building would not be allowed to exceed 105.3 feet AMSL. The height of any future out-building would not be allowed to exceed 45 feet above grade, as measured using the City's standard building height definition from Section 21.04.065 of the Carlsbad Municipal Code, except for any future out-buildings that would be constructed within 300 feet of the El Camino Real right-of-way. Buildings within 300 feet of the El Camino Real right-of-way would be limited to a maximum building height of 35 feet above grade. For any out-buildings located beyond a distance of 300 feet from El Camino Real, City Council may approve a height limit increase in excess of 45 feet to a maximum of 55 feet through a Site Development Plan, provided that specific findings outlined within the SP can be made.

Based on the noted height restrictions, roof structures for housing or screening equipment, parapet walls, architectural features/towers, flagpoles, and similar structures atop new and/or reconfigured commercial buildings would be allowed to reach up to 10 feet above the height limits noted herein. No roof structure or other space above the maximum height limit would be allowed if it provided additional floor space or enclosed the shopping center use below.

This EIR analyzes the impacts (e.g., aesthetics) of the heights of the buildings that would be constructed as part of the Westfield Carlsbad project. The impacts attributable to the heights of any additional buildings that may be developed in the future would be analyzed in accordance with supplemental CEQA, the proposed SP, and the City's permitting process.

### Grading

The entire SP area has been previously graded and is developed with a major regional shopping center, as shown on Figure 2-3. As described above, the shopping center sits on lower and upper levels; with the exception of the slope that divides the two levels, each level is relatively flat. The SP indicates that the topography of the SP area would be retained throughout current and future SP development, and that grading along El Camino Real or Marron Road would not result in building pad elevations that are significantly different than existing grades. Cut or fill exceeding 15 feet from existing grade would not be permitted within the SP area, except if required for construction of an underground parking structure(s) (not currently proposed). For all earthwork proposed within the SP area, a concept grading plan depicting the proposed cut/fill amounts and areas would be processed with the required entitlement. Temporary changes in grade resulting from remedial grading recommended by a soils/geotechnical report are permitted and exempt from the above requirements.

### Circulation and Access

Only minor vehicular circulation improvements such as re-grading of vehicular drive areas, and pedestrian improvements, are proposed as part of the current SDP proposal; details are provided in subsection 3.4.2, *Site Development Plan*. Future circulation improvements that would implement the circulation guidelines in the SP would be proposed and approved as part of future site development permits.

### Landscape Concept

Any landscape improvements to be made within the Westfield Carlsbad SP area boundary, whether part of the SDP project described herein or other long-term development under the SP, would be designed in conformance with the landscape development standards and design guidelines specified in the SP, summarized below. The landscape standards and guidelines in the SP would be consistent

with the City's Landscape Manual, Scenic Corridor Guidelines, and the El Camino Real Corridor Development Standards; however, the SP guidelines would supersede the Landscape Manual as it pertains to streetscapes, parking lots, building frontages, and plant zones. It should be noted that the landscape standards identified in the SP would not affect existing trees, shrubs, or other plantings until redevelopment or revitalization of those areas occurs.

The landscape guidelines detailed in the SP describe a coherent theme for a series of five outdoor spaces, including gateway (site entrance), streetscape along El Camino Real and Marron Road, parking lot, building frontage, and building entry. Because parking lots are the largest and most dominant of the five outdoor spaces, that landscape concept is described in a subsection below. Details of the landscape standards for parking lots as well as each of the other outdoor spaces, including planting concept illustrations, design descriptions, and full plant lists, are included in the SP.

#### *Plant Palette and Hardscape*

Plant selection and layout for the Westfield Carlsbad SP landscape is driven by the need to conserve water while still presenting a memorable visual image and providing a unifying theme/identity for the shopping center. The proposed landscape design would promote sustainability through reduced water demand for irrigation, microclimate control, passive solar shading, and stormwater management, including infiltration. In addition to the potential benefits that could be derived from its design, proposed landscaping would be low maintenance, designed to conserve not only water but also energy and labor, and reduce green waste production. The plant palette proposed for Westfield Carlsbad includes palm and olive trees to complement existing trees on site, as well as oak, magnolia, crape myrtle, and sumac, among others; Mediterranean-style shrubs and grasses including California lilac, rosemary, blue sedge, sages, and kangaroo paw, among others; and hearty groundcovers, including creeping rosemary, natal plum, and carpet rose, among others. All plant species listed on the plant palette are categorized as Zone 2 as defined in the City's Landscape Manual; however, the proposed palette also incorporates species that are more drought tolerant than those identified as Zone 2 plantings in the City's manual.

Other considerations beyond ecological and aesthetic benefits also were considered in the design, including definition of pedestrian and vehicular circulation areas, optimization of public safety, provision of visual screening of equipment or structures, proper soil preparation, and compatibility with reclaimed water irrigation equipment to promote conversion to recycled irrigation water when it becomes available in the SP area.

Special attention would be paid to pedestrian entries, which would put an emphasis on enhanced paving, contemporary hardscape elements, and formal accent trees. Hardscape materials throughout the revitalized portions of Westfield Carlsbad would incorporate scored, textured, and/or colored

entry paving and other similar enhancements to connect the interior and exterior mall spaces and provide visual interest with a modern feel. While natural-colored concrete may be used in select locations to match existing walkways, colored concrete paving stones with various treatments and/or other similar paving treatments that complement the architecture of Westfield Carlsbad would be used at project entrances and interior intersections.

### *Parking Lots*

Existing landscaping accounts for six percent of the land area of the parking lots within the SP area, exclusive of drive aisles. This percentage of landscaped cover is required to be maintained as new development and revitalization occurs within the SP area. Overall parking lot landscaping would comply with the landscape guidelines in the SP and would be complementary to existing mature trees already in place. If existing parking lot trees would be removed due to redevelopment, disease, or tree damage/death, they would be replaced by a similar drought-tolerant tree species on a one-for-one basis. Improvements to surface parking areas proposed under the current SDP would include repaving and restriping and installation of parking lot landscaping. Pairs of shade trees would be planted in enhanced parking lot islands at the end of each parking row, along with understory shrubs. Where existing single mature trees occur at the end islands of parking rows, they would remain in place until such time as removal is required for the tree's health or other maintenance reasons; at that time, each tree would be replaced with two box trees. Additional emphasis would be placed on the corners and edges of parking lots, and new trees would be placed between parking stalls without reducing the number of parking spaces. The placement of new and existing trees is intended to soften the expanse of the parking lot while still allowing adequate visibility. Low shrubs would be used in parking lots to provide further softening while still allowing for improved sight-lines and view corridors for pedestrians and motorists. Where entry driveways and public street corners intersect, "street corner sight clearances" would be maintained throughout the SP area by limiting plant materials and elements to a maximum height of 30 inches to further promote public safety.

### Outdoor Lighting and Public Safety

The design guidelines for outdoor lighting contained in the SP ensure appropriate levels and placement of illumination for public safety and security, with special consideration given to lighting at entrances, stairs, pathways, sidewalks, pedestrian/vehicular intersections, and other potentially hazardous areas. Pedestrian-scale lighting would be used in many of these areas to increase safety at the mall. Improvements to surface parking areas would include installation of new light standards in the reconfigured areas. Under the SP, placement of all new trees would be coordinated with placement of light standards to ensure that unsafe lighting conditions are not created by tree placement. Other guidelines in the SP state that lighting would be compatible with the overall architectural style and aesthetic of the center, and designed and directed downward to minimize

impacts on adjacent properties and public right-of-way, and that accent lighting would be employed to enhance buildings and landscaping. Light standards in heavily travelled pedestrian areas would be limited to 20 feet in height.

#### Parking Areas and Standards

Parking standards provided in the SP apply to all parking lots and structures within the SP area, including south of Marron Road, and the parking parcel located just north of the SP boundary (south of Buena Vista Creek, within the City of Oceanside but owned by the City of Carlsbad). Stall size and compact allowances are provided in the Carlsbad Municipal Code. Motorcycle parking is to be counted toward the total parking requirement, up to a maximum of one percent of total required. Standards proposed to be followed by the future SP development include a parking ratio of 4.0 spaces for every 1,000 sf of GLA, a ratio that is supported by the parking study provided in Chapter 9 of the project Transportation Study prepared by Gibson (refer to Appendix F of this EIR). As described in Section 3.4.2, the current SDP may be parked at a ratio of 5.0 spaces per 1,000 sf GLA; however, only 4.0 spaces per 1,000 sf GLA would be required throughout the entire mall. Future improvements to existing parking areas or introduction of new parking areas within the SP area would be required to follow the applicable measures provided in the SP.

#### Utilities and Public Services

The City of Carlsbad Water Reclamation Master Plan recommends the future provision of recycled water to Westfield Carlsbad Shopping Center, thereby reducing the per-capita quantity of potable water required by the uses within the SP area. Although recycled water irrigation piping would be installed as part of the proposed expansion, the SP area would continue to be supplied exclusively by the potable water system until such time when recycled water is available in the SP area.

The City would continue to provide sewer services to the site with treatment provided at the Encina Water Pollution Control Facility. The City would maintain the major (i.e., public) storm drain facilities on the site. Existing private storm drains would continue to be maintained by private property owners, as occurs under the existing condition. Gas and electricity would be provided by San Diego Gas & Electric (SDG&E). Additional discussion of public services, including water supply, is found in Section 4.13, *Utilities and Service Systems*, of this EIR.

### 3.4.2 Site Development Plan

A SDP must be processed and approved by the City in conjunction with the current redevelopment proposal. Subsequent proposals for future development under the Westfield Carlsbad SP may also require a SDP and subsequent environmental review under CEQA (this project-level EIR only addresses the current SDP proposal). Table 3-1 below, provides a summary of the existing and proposed development at Westfield Carlsbad; the net-new GLA within Westfield Carlsbad under the current SDP proposal would be approximately 35,417 square feet. All new construction and renovated spaces would comply with 2008 (C and 2010 Green Building Code requirements.

**Table 3-1**  
**WESTFIELD CARLSBAD SHOPPING CENTER**  
**SITE DEVELOPMENT PLAN SUMMARY**

Table 3-1 WESTFIELD CARLSBAD SHOPPING CENTER SITE DEVELOPMENT PLAN SUMMARY										
Use/Location	Existing Development		Site Development Plan Maximum Proposed Development						TOTAL	
			Removed		Additions		Net Change			
	Square Feet	Number of Parking Spaces	Square Feet	Number of Parking Spaces	Square Feet	Number of Parking Spaces	Square Feet	Number of Parking Spaces	Square Feet	Number of Parking Spaces
Main Mall										
Anchor Stores/ Mini-anchor	708,544	6,328	(148,159)	(614)	60,440	143	(87,719)	(471)	620,825	5,857
Theater	N/A		0		54,000		54,000			
Gym	N/A		0		41,145		41,145			
Retail Shops/ Restaurants	392,695		(77,472)		79,163		1,691		394,386	
Subtotal Main Mall	1,101,239	6,328	(225,631)	(614)	234,748	143	9,117	(471)	1,110,356	5,857
Out-buildings										
North of Marron Rd.	22,549	-	-	-	26,300	-	26,300	-	48,849	-
South of Marron Rd.	27,304	74	-	(-)	0	-	(-)	-	27,304	74
Subtotal Out-buildings	49,853	74	-	(-)	26,300	-	26,300	-	76,153	74
TOTAL Westfield Carlsbad	1,151,092	6,402*	(225,631)	(614)	261,048	143	35,417	(471)	1,186,509	5,931

Source: Hofman Planning and Engineering 2012

\*The total number of parking spaces includes the parking lot area to the north and outside of the SDP boundary, within the City of Oceanside

## **Proposed Demolition/Reconfiguration**

### Main Mall

The majority of the existing Westfield Carlsbad Shopping Center (or approximately 1,101,239 sf GLA) would be left untouched under the current proposal (i.e., SDP) described herein, which would result in a net addition to the main mall of 9,117 sf GLA. Of the approximately 708,544 sf of existing anchor department store GLA within the Westfield Carlsbad main mall, approximately 148,159 sf would be removed, which corresponds with the two-story formerly occupied Robinsons-May building. It is assumed that only the building's interior and rooftop would undergo demolition, and much of the exterior of the building would remain, with only cosmetic improvements. Approximately 77,742 sf of the 392,695 existing sf of specialty retail shop GLA would also be removed and/or reconfigured as part of the current proposal, resulting in a total demolition/reconfiguration of approximately 225,631 sf of GLA. Approximately 614 surface parking spaces would be removed from the main mall, primarily to make room for the proposed new out-building pads (described below).

Within the main mall (SP Planning Area 1), approximately 60,440 sf of GLA would be added in the form of a new mini-anchor store(s), spanning the first and second levels. An additional 54,000 sf of GLA would be added in the form of a new movie theater on the second (top) level of the reconfigured Robinsons-May building. A 41,145-square foot GLA gym would be added on the first level, below the theater. In addition to the mini-anchor(s), theater, and gym, approximately 79,163 sf of GLA would be added in the form of new and reconfigured retail specialty shops, restaurants, and other commercial uses, as shown on Figures 3-1 and 3-2. The additional retail specialty GLA would be located primarily along the southern perimeter of the existing mall, on the first and second levels, adjacent to the reconfigured theater/gym building (former Robinsons-May). The types of additional future uses that could be permitted under the SP include a broad range of commercial/service uses; the SP contains a comprehensive list of use classifications that could be permitted or allowed pending future City approval.

### Out-buildings

Three new commercial pads totaling approximately 26,300 sf would be constructed along El Camino Real and on the southeastern edge of the shopping center parking lots (Planning Area 2). Combined with the 9,117 sf of new GLA proposed for the main mall, the proposed out-building square footage would result in a total of 35,417 sf new GLA. As shown on Figures 3-1 and 3-2, three pads (7,500, 8,800, and 10,000 sf in size, respectively) would be constructed in the parking

lot north of Marron Road. Although the pads would be entitled as part of the SDP described herein, the commercial buildings that could eventually occupy these pads are not proposed at this time and would be subject to approval of an SDP amendment. The three proposed commercial pads would be served by existing and reconfigured surface parking at the east end of the shopping center. Any development associated with future commercial buildings to be developed on these pads would be subject to conformance with and future entitlement and environmental approval under the proposed SP. As with the main mall, the types of future uses that could be permitted in the out-buildings portion of the SP area include a broad range of commercial/service uses.

### **Sustainable Design**

A number of sustainability measures would be incorporated into the revitalization of the Westfield Carlsbad Shopping Center. All new construction and renovated spaces would comply with 2008 Title 24 and the 2010 California Green Building Code (CALGreen) requirements, which specify efficiencies related to energy and water use and solid waste, among other items. Implementation of the building code requirements into the current SDP proposal would result in increased energy efficiency and a reduction in the levels of greenhouse gases emitted during construction and operations. Refer to Sections 4.4, *Energy*, and 4.6, *Greenhouse Gas Emissions*, of this EIR for additional discussion. The following categories and specific measures could be incorporated into the current proposal:

#### Construction

- Commitment to recycle or reuse at least 50 percent of demolition and construction waste
- Development of a construction waste management plan
- Commitment to use of recycled materials
- Utilization of permanent power for the construction office trailer as long as possible in lieu of running a less-efficient generator
- Establishment and maintenance of a recycling program through the waste management company for construction debris
- Use non-toxic cleaning supplies bottled in recycled or recyclable containers
- Implementation of a recycling program in the office trailer for paper, cardboard, aluminum cans, plastic, and glass
- Use of rechargeable batteries where practical
- Use of on-site electricity to power equipment, where feasible



- Following of schedules to maintain equipment in optimal working order and rated energy efficiency; maintenance includes regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.
- Sorting of construction and demolition materials to determine which may be reused or recycled on site
- Reduction in on-site vehicle idling
- Recycling of waste solvents and use of biodegradable lubricants and hydraulic fluids

### Design

- Use of “cool roofs”
- Implementation of drought-tolerant and/or native landscaping
- Commitment to encourage tenants to use low-water use fixtures such as waterless urinals, dual-flush toilets, metered and/or aerated lavatory faucets in the mall common areas and in the tenant criteria manual for tenant build-outs

### Energy Efficiency Measures

- Use of cavity wall insulation
- Use of roof insulation in accordance with 2008 Title 24 standards
- Replacement of inefficient heating, ventilation, and air conditioning (HVAC) systems
- Use of improved controls, improved tank and pipe insulation, and improved draft proofing

### Passive renewable options

- Optimization of daylight, including though the use of light pipes, clerestories and skylights for natural day-lighting
- Optimization of solar protection through the use of reflective colors and entry treatments/screening
- Incorporation of strategic landscaping through tree planting and/or green facades resulting in passive solar shading and increased use of drought-resistant, native species
- Incorporation of natural ventilation features (e.g., mechanical economizers, controls-operated ventilation)

## **Architectural Design**

The architectural design proposed under the SDP would follow the development standards and design guidelines described above for the SP area. As shown on Figures 3-3a through 3-3c, the architectural design of the current proposal would be contemporary with heavy articulation to provide variety and visual interest.

Along El Camino Real north of Marron Road, the current SDP proposal includes an approximately 38-foot setback from the northerly proposed out-building pad, and an approximately 17-foot setback from the southerly proposed out-building pad (each would exceed the required 15-foot building setback from El Camino Real and Marron Road, respectively). However, the final setback would be determined at the time an SDP amendment application(s) is filed for the individual out-buildings to be built on the pads.

## **Building Heights**

The exterior shell of the reconfigured Robinsons-May building, which straddles both the upper and lower levels of the SP area, would remain in place, but a new roof would be installed that would include varying roof lines and elevations (heights given herein are measured above the finished floor elevation of the lower level of the mall). The roof also would be extended to the north, south, and west, and two new small roof areas would be installed in the southwest portion of the mall improvement area, separate from the reconfigured Robinsons-May building. The new roof would have heights ranging from 22 feet on the northerly extension, to 61 feet, 6 inches in the center of the building. The westerly roof extension (which would sit above the existing roof west of the Robinsons-May building) would range from 42 feet, 6 inches to 60 feet. Along the southern facade of the building, which is on the upper level of the mall, new roofs would range from 44 feet, 6 inches to 56 feet, 6 inches above grade of the lower level. The new commercial buildings proposed along the southern edge of the mall, also on the upper level and to the west of the reconfigured Robinsons-May building, would have roof heights ranging from 51.0 feet to 56 feet, 6 inches above grade of the lower level. Mechanical equipment screens and/or parapets would be added to almost all of these new roofs. Screens and parapets on the roofs would vary in height but would not exceed 10 feet above the allowable building heights. The tallest of the mechanical screens would be near the center of the building and would reach a height of 67 feet, 6 inches. The movie theater sign to be posted near the northwest corner of the reconfigured Robinsons-May building would reach a maximum height of 75 feet above grade of the lower level.

## Grading Plan

As previously described, the improvements under the current SDP would occur only on the east end of the shopping center and re-grading would occur only in limited areas therein. The surface parking areas that are within the limits of work would be largely left intact, except for the easternmost parking lot where the out-building pads would be constructed. That easternmost parking lot would be reconfigured to provide a better layout relative to the proposed pads and numerous trees would be added in planting islands. The remaining, existing parking areas to the north, south, and southwest of the main mall improvements would not be substantially changed under the SDP, although they would be repaved/restriped, and lighting and landscape enhancements would be installed throughout. Future phases of development under the SP would likely necessitate reconfiguration or redesign of those enhanced parking areas. The existing signalized Plaza Drive entrances would be re-graded, as would the stop-controlled entrance to the west and the internal circulation areas within the limits of work. Finished grades would closely mimic existing grades, and only subtle topographic changes are currently proposed. In addition to the limited re-grading, various vegetated strips (bioswales) and areas of pervious pavement would be added to the portion of the SP area within the limits of work; these areas are further described below under *Low Impact Development*.

Substantial cut and fill areas are not required for the proposed SDP development. The expected grading quantities include approximately 8,000 cubic yards (cy) of cut, 12,000 cy of fill, and 8,000 cy remedial grading; approximately 4,000 cy of fill material would be imported. Grading for the current proposal, and all future work, would occur within the boundaries of the SP area. The proposed SDP requires that a final grading plan be submitted and approved prior to beginning development. Additional discussion of grading is found in sections 4.1, *Aesthetics*; 4.5, *Geology and Soils*; and 4.9, *Land Use and Planning*, of this EIR.

### Low Impact Development

Incorporation of Low Impact Development (LID) features within the SP area would decrease the volumes and velocities of storm water runoff leaving the site, increase infiltration on site, and create vegetated areas that would be linked to proposed catch basins on site. As noted above, LID features such as bioswales/vegetated strips and pervious pavement would be added in various locations throughout the SP area (refer to Figure 3-2). Porous concrete provides hydrologic and water quality benefits by allowing water to infiltrate into the sub-grade rather than sheet-flowing across the site and entering the public storm drain system untreated. In the current proposal, swaths of pervious pavement would line the southern edges of the surface parking lots that front Marron Road and the

eastern edge of the redesigned parking lot that would front El Camino Real, and be used extensively within the redesigned parking lot adjacent to the out-building pads. Vegetated strips would be installed immediately adjacent to the pervious pavement along Marron Road and El Camino Real. These areas would be connected to existing and proposed catch basins and inlets, thus providing treatment of flows from paved areas before the flows enter the public storm drain system. Even if not connected to the storm drain system, vegetated strips are beneficial because they allow for on-site infiltration, thereby slowing and/or reducing the volumes of flows to off-site areas. In addition, planting areas would be installed throughout all of the enhanced and redesigned parking lots. Roof drains at the edges of the proposed reconfigured and new main mall buildings would connect to planter areas, thereby directing runoff into landscaped areas rather than letting it sheetflow off the roof onto pavement below. Taken together, the pervious pavement, vegetated strips, additional planting areas, and roof drain systems would substantially increase the amount of pervious surfaces at Westfield Carlsbad. These systems are part of the current Westfield Carlsbad proposal to meet the Regional Water Quality Control Board (RWQCB) and City storm water requirements. Future work proposed under the SP would be required to incorporate similar LID features.

## **Circulation and Access**

### Vehicular

Under the current SDP proposal, vehicular access to the proposed new commercial GLA within the main mall and adjacent out-buildings would be taken via existing circulation routes within and surrounding Westfield Carlsbad, including the three main driveway entrances. (Although there is a total of six entrances to the site, only three are within the current SDP and adjacent to the improved mall areas.) Specifically, the two existing signalized driveway entrances to the main mall that are within the SDP area (one entrance is on Plaza Drive, off El Camino Real and the other is on the Project Driveway off Marron Road), as well as the existing stop-controlled driveway entrance to the west, would remain in place, although each would be re-graded as part of the current SDP proposal (refer to Figures 2-3 and 3-2). While each of the entrances would be temporarily restricted from use during construction, each would eventually become fully operational.

The existing NCTD transit station located within the SP area would remain operational throughout construction. No changes to the NCTD station are proposed as part of the current SDP.

## Pedestrian

The existing pedestrian access points within the limits of work would be expanded and enhanced as part of the current SDP proposal. Specifically, the pedestrian access along the three main vehicular entrances would be substantially enhanced with new paving, landscaping, benches, and lighting. Pedestrian paths also would be extended from the proposed out-building pads along El Camino Real to the existing pedestrian paths that currently link the eastern parking areas with the main mall structure. In addition to linking to the proposed out-building pads, two of the three proposed paths would extend past the pads to the sidewalks of adjacent roadways (El Camino Real and Marron Road) (refer to Figure 3-2). While one or more of the existing pedestrian crosswalks and access points to the east end of the main mall and adjacent out-buildings may be temporarily restricted from use during construction, limited pedestrian access to these areas would remain available throughout construction. Complete access would be fully restored following completion of construction.

## **Landscape Concept**

As shown on Figures 3-4a through 3-4c, *Landscape Concept Plan*, proposed landscaping would feature various tree, shrub, and grass varieties, as well as hedge plantings for screening along parking areas. The proposed plantings would be located throughout the limits of work, including on the reconfigured parking areas and enhanced driveway entries; along the SP area frontages with El Camino Real and Marron Road; around the out-building pads north of Marron Road; along the expanded pedestrian walkways; and along the northeast, east, and south facades of the main mail structure. Of the overall SDP area, not including parking lots, approximately 15.6 percent would be used for landscaping; of the parking lots, approximately 16.8 percent would be landscaping. The landscape would be focused on drought-tolerant and/or native species, with the list of species proposed for consideration in the project landscape palette shown in the legend on Figure 3-4c. In addition to the ornamental and screening features provided by the proposed landscaping, the concept plan also features bioswales in various areas, as noted above under *Low Impact Development*. Consisting of vegetated strips that allow stormwater flows to infiltrate into the sub-grade rather than running off over the hardscape and parking lot areas, bioswales would be located along the southern edges of the shopping center, where the parking lots abut Marron Road, as well as within and on the east side of the redesigned parking lot (refer to Figures 3-4a through 3-4c). The landscape improvements described herein or any others that are proposed to be made within the Westfield Carlsbad SP area as part of the current SDP proposal would be designed in strict conformance with the landscape development standards and design guidelines detailed in the SP and the City of Carlsbad Landscape Manual.

## **Outdoor Lighting and Public Safety**

An outdoor lighting plan has not been developed for the current SDP proposal; however, it is known that additional light standards would be installed at existing and redesigned surface parking areas; entries, plazas, and outdoor patios; along the perimeter of the reconfigured and new shopping center areas; and along pedestrian pathways, sidewalks, and pedestrian/vehicular intersections. The proposed outdoor lighting design would be consistent with the development standards established in the SP, compatible with the overall architectural aesthetic and design of Westfield Carlsbad, dramatic to enhance and accent the architecture and landscaping, and directed downward to increase public safety and minimize light pollution.

## **Parking Areas and Standards**

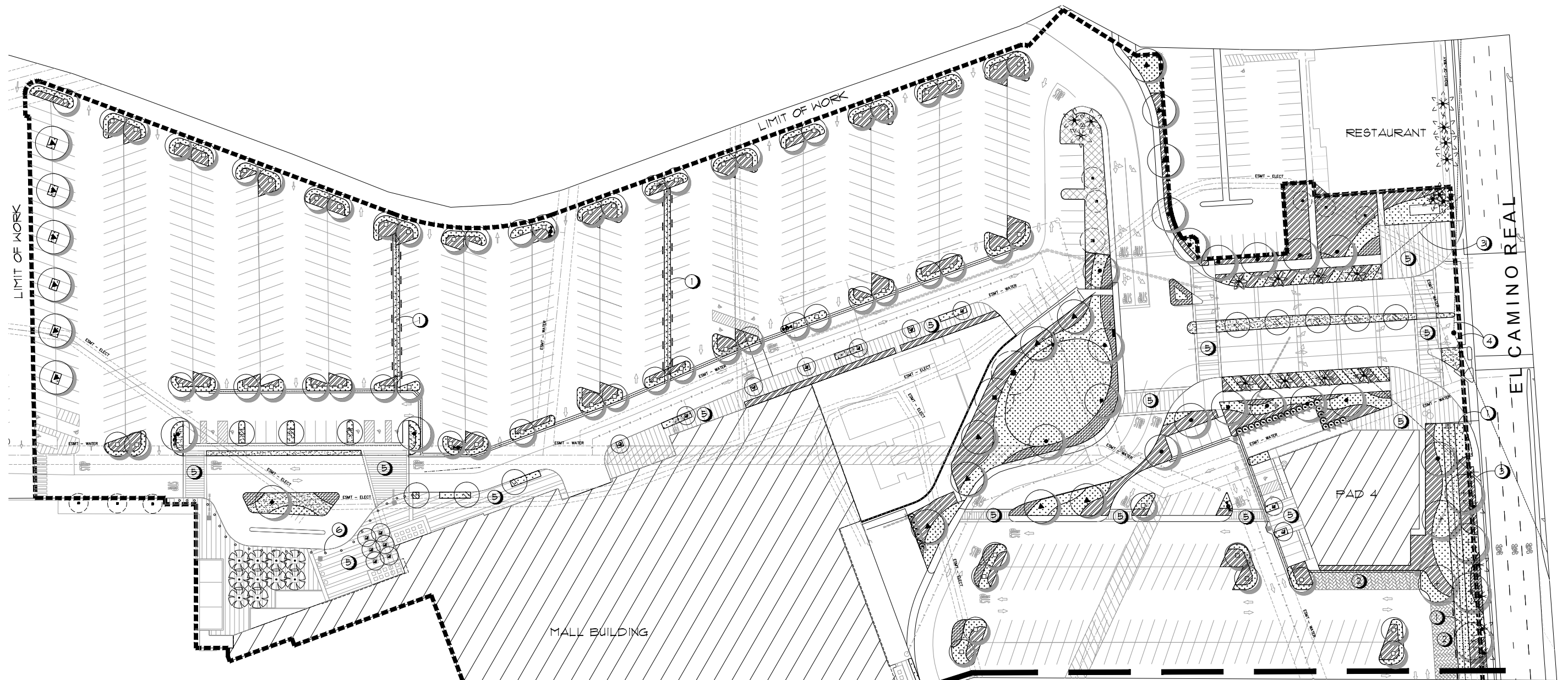
Improvements to the existing parking areas within the limits of work to be made as part of the current SDP proposal would include installation of new lighting standards; repaving/restriping of the parking areas; installation of extensive new landscaping, and on-going maintenance (for which permits are not required). The entire mall, which includes both the SP area and the City of Oceanside parcel to the north of the SP area, currently has 6,402 parking spaces. As part of the current SDP proposal, 471 net surface parking spaces would be displaced, resulting in a total of 5,931 parking spaces once the proposed expansion has been completed. Assuming the SDP complies with, at minimum, the parking ratio requirement of 4.0 spaces per 1,000 sf of GLA proposed in the SP, development under the current SDP would yield a surplus of up to 1,185 spaces over the estimated peak demand (potentially resulting in a ratio of up to 5.0 spaces per 1,000 sf of GLA, which would be more than consistent with the SP). Thus, proposed and future reconfiguration of existing parking areas would follow the applicable parking standards and code requirements provided in the SP.

## **Utilities and Public Services**

As described above under the SP discussion, utilities currently provided to the SP area by the City would continue following implementation of the current SDP proposal. Additional discussion of public services for the proposed project, including water supply and sewer service, is found in Section 4.13, *Utilities and Service Systems*, of this EIR.

### **3.4.3 Ground Lease(s)**

Leases of portions of the City-owned parking lots would be necessary for construction of the proposed commercial out-building pads (and may include protrusions of the main mall edifice as well).



**PLAN KEY NOTES:**

- ① BIO SWALES/VEGETATED STRIPS PER CIVIL PLANS
- ② POROUS CONCRETE PAVING PER CIVIL PLANS
- ③ SIGHT CLEARANCE PER CITY OF CARLSBAD LANDSCAPE MANUAL
- ④ SIGHT CLEARANCE PER CAL TRANS STANDARDS
- ⑤ HARDSCAPE TREATMENT PER ARCHITECTURAL PLANS. SEE ARCH'L DRG'S FOR TYPE, COLOR AND FINISH.
- ⑥ BOLLARD - CAL PIPE FIXED SECURITY PIPE, 36" HIGH X 8" DIA., STAINLESS STEEL @ APPROX. 5' O.C.

**GENERAL NOTES:**

1. SEE CIVIL ENGINEERING PLANS FOR ALL PROPERTY LINES, RIGHT-OF-WAYS AND EASEMENTS.
2. LANDSCAPING CONSISTING OF GROUND COVER, SHRUBS AND TREES SHALL BE USED TO SCREEN ELEMENTS OF UNSIGHTLINESS AND TO SCREEN AND SOFTEN NEW IMPROVEMENTS.
3. TREES SHALL BE PLANTED A MINIMUM OF 2 FEET FROM CURBS.
4. PLANTING OR ANY COMBINATION OF PLANTING, MOUNDING AND DECORATIVE WALLS SHALL BE USED TO PROVIDE SCREENING FROM ADJACENT PROPERTY OR STREETS OF THE PARKING AREA TO A HEIGHT OF 3 FEET.
5. SEE SHEET L-5 FOR MATERIAL LEGENDS.
6. SEE CIVIL PLANS FOR LOCATIONS OF BMP'S INCLUDING VEGETATED STRIPES AND POROUS CONCRETE.
7. EXACT PLACEMENT OF LIGHT STANDARDS AND OTHER SIGN FIXTURES IS SUBJECT TO A DETAILED LIGHTING PLAN THAT SHALL BE APPROVED PRIOR TO ISSUANCE OF BUILDING PERMIT OR GRADING PERMIT, WHICHEVER OCCURS FIRST.
8. MONUMENT SIGN TO BE RELOCATED. PLACEMENT OF ALL SIGNS TO BE DETERMINED PURSUANT TO THE PLAZA CAMINO REAL SIGN PROGRAM.

Key Plan:



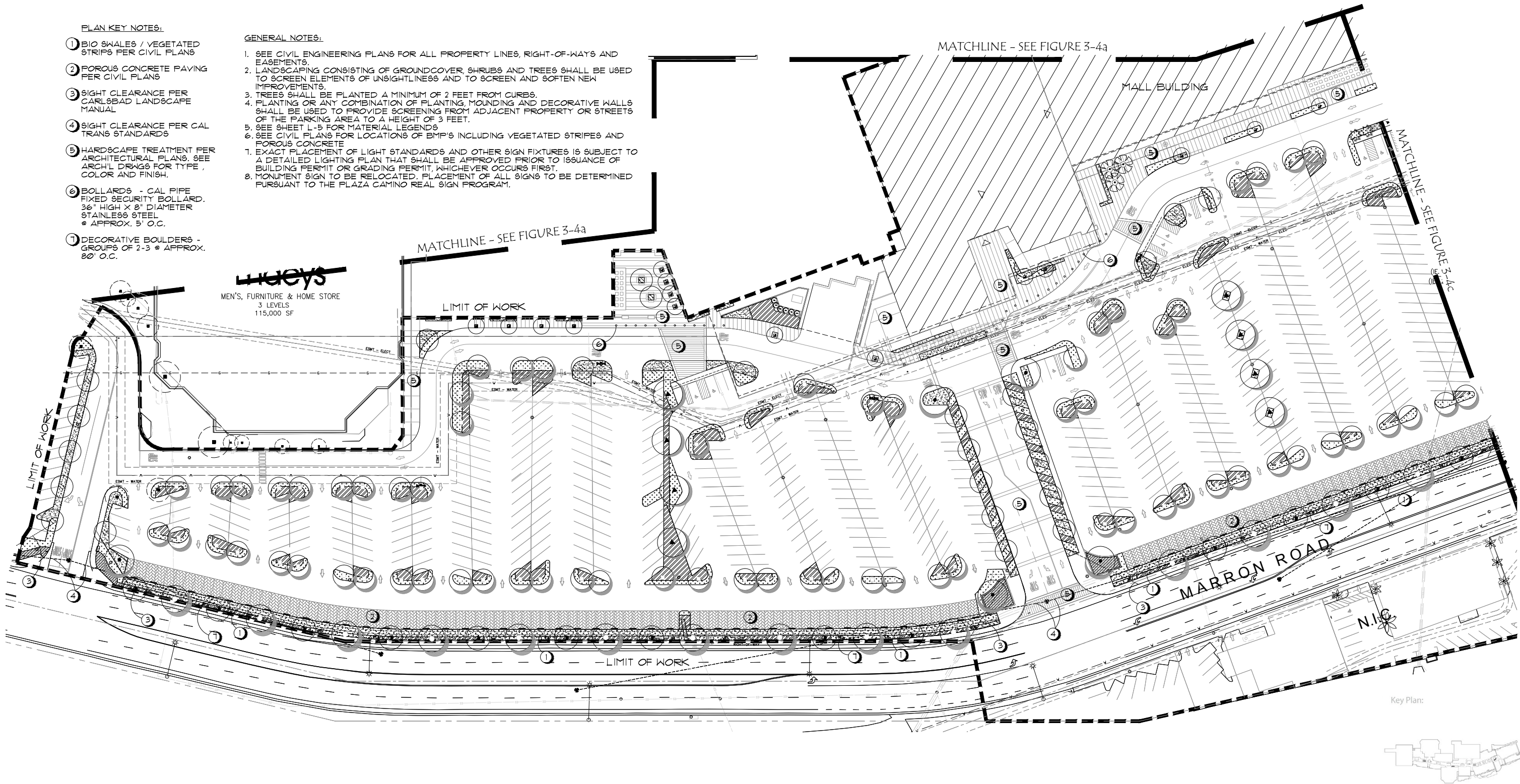
Source: MW Peltz + Associates 2012  
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## Landscape Concept Plan

WESTFIELD CARLSBAD

Figure 3-4a

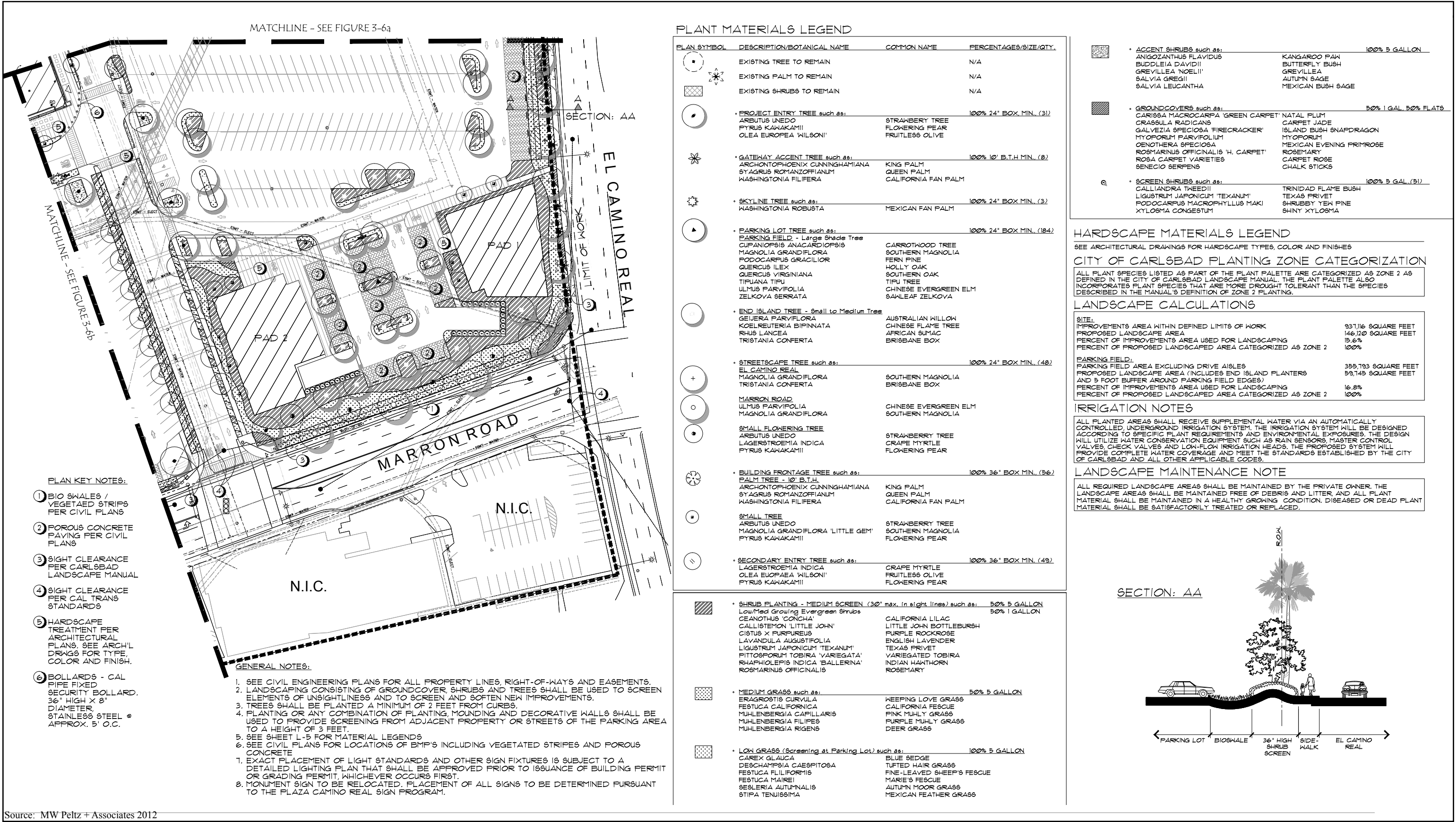




**Landscape Concept Plan**  
 WESTFIELD CARLSBAD

Figure 3-4b





Source: MW Peltz + Associates 2012

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HELIX

Environmental Planning

Landscape Concept Plan

WESTFIELD CARLSBAD

Figure 3-4c

### **3.4.4 Amendments to Real Estate Documents**

Various real estate documents, including grant deeds and/or parking agreements, would need to be amended as a result of the proposed project.

### **SDP Construction Schedule**

Construction of the SDP improvements is expected to start in spring 2013 and end in late 2014 or early 2015. The duration of construction is anticipated to be approximately 21 months, with demolition taking 3-4 months, building construction lasting 12-15 months, and paving taking 1-2 months.

### **3.5 DISCRETIONARY ACTIONS/INTENDED USES OF THE EIR**

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, state, and federal approvals and/or permits which may be necessary or desirable to construct or implement the proposed project. A list of the discretionary actions that will be under consideration by the Carlsbad City Council in conjunction with the current SDP proposal, the Westfield Carlsbad Project, is provided below. The approvals are necessary for project implementation, are considered part of the whole of the project, and, as such, are evaluated in the environmental analysis of this EIR.

- EIR Certification
- SP approval
- SDP approval
- Ground Lease(s) and/or Amendments to Real Estate Documents

### **3.6 SUBSEQUENT APPROVALS**

Subsequent approvals would be required to implement the future improvements under the SP. These subsequent approvals for use and architecture (discretionary) include approval of related implementing actions including, but not limited to, future CEQA review, SDPs, and grading and building permits.

### **3.7 DISCRETIONARY ACTIONS AND APPROVALS BY OTHER AGENCIES**

- National Pollutant Discharge Elimination System (NPDES) General Construction Permit approval from the RWQCB

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